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TERMS VERY MODERATE.
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as to food, cleanliness, and hygiene of the place.
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A most pleasant retreat for those desirous of
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was on the 31st day of October, 1903, purchased
by me together with the right to the use of the
Firm Name of P. LEMAIRE & CO.
All Claims against the late Firm of P.
LEMAIRE & CO. must be sent in to PAUL
LEMAIRE, the Attorney of the said
PAUL LEMAIRE.
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Hongkong, 17th October, 1904.

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BIRTHS.

On 10th October, at Shanghai, the wife of J. J. JUDAH, of a daughter.
On 12th October, at Shanghai, the wife of ALEXANDER DUBER, of a daughter.
On 10th October, at Ningbo, EDWARD BELBIN, of the Imperial Maritime Customs, aged 62 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 18TH, 1904.

QUIETISM rather than the feverish unrest of the third quarter of the nineteenth century has been the prevailing spirit over the last few meetings of the British Association. The change is, perhaps, on the whole rather to be commended than the contrary, as it enables us, undisturbed by brilliant discoveries as yet half understood, to take intelligent stock of the progress of the year. For a series of years the meetings of the Association had been taken advantage of to make the first public announcement of discoveries, frequently first class in importance; so much so that for a time this came to be looked upon as one of the chief functions of the institution. The glamour resulting from the first enunciation of these discoveries, however much it added to the éclat of the proceedings, from the glare of momentary popularity which it threw across the mental perceptions of those attending the meeting, certainly prevented them from summing up with calm deliberation the probable results. The last time a meeting of the Association became the occasion of announcing a discovery of first class importance was that of 1894, held at Oxford under the presidency of the late Lord SALISBURY. The actual discovery announced by Lord RAYLEIGH and Professor RAMSAY was by no means sensational; there was in it no element of

chance, as in many of the other discoveries announced in the same place, and was simply the outcome of patience and hard work. Lord RAYLEIGH had noticed that when he procured nitrogen from the air it differed in weight from what it should apparently do as experienced with nitrogen prepared chemically; true it was only a matter of a thousandth or two, but it differed and Lord

RAYLEIGH wanted to know the reason why. For months he kept sparking a bottle of atmospheric nitrogen, and at last found a gaseous residue which he called argon from its unexpected inertness. The discovery when announced attracted but little notice, and it was not for months after that the scientific world commenced to understand that previous ideas on the finality of their knowledge of molecular physics must be abandoned. The previous discovery by Professor RONTGEN of the rays called after him had shown how limited was our knowledge up to that period of the variety of the ethereal vibrations, and the almost unlimited field thus opened up for exploration; and these views were still further extended by the subsequent discoveries of BECQUEREL. It was not, however, till the isolation of radium by Mlle. CURIE that public attention was turned to the real importance of the subject, and this last discovery has, it may be said, completely revolutionised our views on the subject. In 1894 Lord SALISBURY was by what may be called a happy inspiration selected to preside over the meeting. In his younger days he had been himself a student of the natural sciences, and had always kept himself in touch with their latest developments. The innovation was a useful one, and his address, presenting, as it did from the point of view of a sympathetic outsider, the most modern developments of scientific thought, was of advantage to the more purely scientific members. When then it was determined that the next meeting of the Association was to be held in Cambridge, Mr. BALFOUR, whose early connections were with that University, was selected as President. Wisely avoiding merely technical subjects, he selected the borderland where pure science came in contact with philosophic thought. Fortunately these new discoveries rendered the way comparatively easy. Just one hundred years ago Young had in the light of then new discoveries propounded his theory of the undulation of light, and showed how the theory of an universally present ether was necessary for the conveyance of lighting and heat rays throughout the universe. The theory has since met with general acceptance, and the existence of the ether has never been called in question. Recent discoveries have, however, forced us to look upon lighting and heating rays as but units in an infinite series. Modern research proves, in fact, that we know no limit to the number of possible methods of vibration, and that it is only the imperfection of our senses which prevents us distinguishing them. The first to establish a claim were the so-called electric rays of HERTZ, but RONTGEN and BECQUEREL have since shown that the emanations that go by their respective names have equal claims to be entitled ethereal, and the discovery of radium demands still more. Some philosophic minds demand that gravity itself must be included in the number; and one and all point to the ether as the necessary source. It was therefore a fair assumption with Mr. BALFOUR to hold that in the ether we must look for the essence and reality of matter. Here Mr. BALFOUR's absence of practical scientific knowledge intervened to prevent him carrying further the argument; and he somewhat inconsistently suggested that perhaps electricity itself might be the something substantial at the basis of matter. Mr. BALFOUR is justified by recent discoveries in giving expression to the statement that mass, so far from being an attribute of matter considered in itself, is really only a condition second to its relations to the ether as a whole. The ether, in the light of modern discovery, although in no sense of the word matter, may really be the stuff out of which matter has been evolved. At present all we know of it is negative; it has none of the attributes of matter; it has no form nor substance; it is not divisible, it is not impenetrable, it has no mass; we cannot put it in the scales and weigh it; it is not solid, nor liquid, nor gaseous. All we know of it is that it exists, and that it vibrates. Perhaps another may, before the close of the century provide us with another working hypothesis. Meanwhile the subject is one on which the best informed and most practical worker in the garden of science has made no real advance since the days of ARISTOTLE. It is meanwhile apparently the old battle of the monism and phenomena re clothed in a twentieth century broadcloth dependency.

The s.s. *Libal* arrived at Durban on Saturday and delivered all her coolies well.

The only case of communicable disease recorded in Hongkong last week was a Chinese case of enteric fever, imported from Manila.

Last night Pollard's Lilliputian players delighted a packed audience with the "Belles of New York." The entertainment lasted until midnight. A full report is held over.

Return of visitors to the City Hall Library and Museum for the week ending the 16th October, 1904, were 245 non-Chinese and 89 Chinese to the former, and 103 non-Chinese and 1,906 Chinese to the latter institution.

It is notified that His Excellency the Governor has given directions for the rescission of the Proclamation No. 4 of 1904, declaring Tainan-fu and Anping in Formosa, to be ports or places at which an infectious or contagious disease prevails, and that the same is now rescinded.

The Criminal Sessions commenced to-day, before the Chief Justice, Sir Henry S. Berkeley. There are only two cases down for hearing—one the charge against Nehall Singh of attempting to commit an unnatural offence, and the other the charge of manslaughter against Thomas Hynes.

The Tientsin *China Review* says: On behalf of a long-suffering ratepaying public we must really strongly protest against the loss of time, money (and oil) incurred in the removal of the two steam rollers from our city streets, up to the race-course, where we understand they are used for pacing the ponies belonging to the new B.M.C. racing stable.

Many mines are worked within a few miles of Yantai, and it is supposed the Russians have invested some millions of yen in the collieries thereabouts. The Yantai colliery works have fallen into the hands of the Japanese almost intact, although the mine itself has been flooded. The coal produced there is said to be equal to the best grade of the second quality of Chikuzen coal.

Without the Censor's permission, says the *Manchester Guardian*, the correspondents writing from Liaoyang about its evacuation by the Russians were forbidden to forward private letters or other correspondence. A war correspondent telegraphed to his wife in St. Petersburg, on the anniversary of his wedding day, the following message: "Dearest Mary, I kiss you devotedly." The Censor wrote on the letter, "Allowed. Senior Lieutenant M—."

The *Japan Gazette* stated that the interment of the late Lafcadio Hearn was to take place at the Zoshigaya Cemetery. There were many wreaths, among them being one of laurel with the following inscription: "Presented to the memory of the late Professor Lafcadio Hearn, whose pen was mightier than the sword of the victorious nation which he loved and lived among, and whose highest honour it shall ever be to have given him citizenship, and alas! a grave.—From his former students."

The President of the Board of Commerce has memorialized regarding sanction given a Chinese merchant, Shih Lu-Chin, second class secretary of the Board of Punishments, to establish an Electric Light Company with Chinese capital only in order to light the streets of Peking. The company will have its offices in the Chien-men and the plant will be ordered from European countries. The promoter is allowed six months in which to form this company, and if it is not formed at the end of that time permission will be given to another Chinese merchant.

A Tientsin paper, referring to the disturbances in Honan and Kwangsi, says: "If China is wise, she will despatch, without any delay, some of her best troops under a skilled leader to the scenes of these rebellions, and put them down with a strong hand. General Ma, and say 5,000 of his European drilled men, would be much better occupied in this work than in loafing about on the North Eastern frontier, which is already under the finger and thumb of the Japanese. We are sure that such a far-sighted Viceroy as Yuan Shih-kai will agree with this view and place no difficulties in the way of such a happy consummation."

It is stated in local Mandarin circles with reference to the reported riot in Honan, in which it has been alleged that two foreigners out of five belonging to the railway service were killed the other day by a mob, that this was greatly due to the reactionary proclivities of the Governor of Honan, Chen Kwei-lung—well known in 1900 as a strong pro-Boxer official. The provinces of Chihli and Shantung, it is also known, have large numbers of Boxer sympathisers as well as Honan, but it has been due to the strong measures of Viceroy Yuan Shih-kai in Chihli, and Governor Chou Fu, in Shantung, that no outbreak has so far happened. Hence the contrast.

Some little time ago we had occasion to state that an understanding had been come to between the British and Chinese governments as to the future of Wei-hai-wei in the event of the evacuation or fall of Port Arthur; and we have now every reason to believe, says the *China Review*, that final arrangements are being made between the two governments for a permanent lease of the place, irrespective of the fate that befalls Port Arthur; so that there need be no anxiety on the part of those who hold interests in the island or on the mainland adjoining; which is within the leased zone—as to any risk of loss or change for the worse in the ownership or government of the dependency.

In yesterday's six-a-side football Gray's team beat Rutherford's team by 1-0; and Chard's team beat Sandford's by 3-1.

Mr. J. Moore, who is well known in Tientsin and Peking, has, we regret to learn, met with a very sad accident. It appears that, while crossing the railway line at Chinwangtao, he slipped and a truck passed over his ankle. It is stated that amputation was necessary. Mr. Moore recently joined the Coolie Syndicate.

The Board of Commerce asks permission to appoint Tactai Chang Chen-hsen, lately managing director of the Yuen-Han trunk line, as agent and general manager of the proposed national bank of China. He is a wealthy merchant of Singapore and is believed to be capable of raising the necessary capital, namely £1,400,000. It is believed Imperial sanction has been given for the appointment.—*Peking Official Gazette*.

The provincial authorities at Nanking have decided to erect a modern mint for coining ten-cash or cent pieces in the Kiangnan Arsenal compound, and the Director, Tactai Wei, has ordered the changing of the old cartridge factory building into the proposed new mint. The *N.C. Daily News* understands that the machinery ordered from abroad is on its way to Shanghai and it is expected that work in the new mint will commence early next spring.

One of the ringleaders of the Hungghatzu named Chin Shao-shan publicly celebrated his mother's birthday at a district in Fengting last week, when not only the magistrate of the district gave him \$300 as a present, but the native gentry and merchants sent him a birthday curtain as a mark of respect for him and his mother's longevity. It is calculated, says the *Peking Times*, that he received more than a 1,000 such curtains in the course of the week as well as many other valuable presents. This man is employed by the Japanese, and his force is armed and paid by the Japanese army. He is now one of the most important chiefs of the Hungghatzu, but it is said that owing to misconduct a portion of them have been disbanded.

Yesterday was the Tsung Yeung Festival, the next festival in importance to the Ching Ming or Tomb Festival. The legendary story of yesterday's festival relates that hundreds of years ago a certain man was warned by a god to flee into the mountains to escape a dire calamity which would occur in his house. He paid heed to the warning, and when he descended from the mountains he found that every living creature who had remained in the house had died. Ever since that event people on the 9th day of the 9th moon have gone up into the nearest mountains. In Hongkong crowds yesterday went up to the Peak. The festival is sometimes called a "Kite-flying Festival" because in olden times many people flew kites from the mountain tops, and as they cut the strings they comforted themselves with the belief that the kites would bear away in the breeze all the human ills from which they asked deliverance.

Two venturesome local journalists who went out sailing in a small canoe on Sunday despite the choppy state of the Harbour, met with disaster. Starting from Ah King's slip, they managed to run before the monsoon with ease as far as Stonecutters' Island. On the voyage back, however, they got into difficulties. In beating across the port they had to encounter beam seas which came aboard and nearly swamped the craft. The two yachtsmen were successful in getting their boat back into the Harbour proper up to about opposite Blue Buildings, at which point a small struck the canoe and she heeled over and capsized. Both men were thrown into the water. One swam after the seas, boxes, etc., which had been set awash, and after a while the two of them managed to climb on to the keel. Several boats in the neighbourhood came to their relief and they were picked up and their boat righted, after which it was towed to Blake Pier by the Chinese Club launch, which happened to be passing at the time. The yachtsmen lost only their footwear. On arriving at Blake Pier they had to make the best of their way to a near-at-hand hotel in their barefooted and besodden condition to get a change of clothes. Both were able to attend to their work yesterday, which says a lot for V.E.C. training.

THE SENSATIONAL LIBEL CASE IN JAPAN.

The *Kobe Chronicle* says: We recently referred to the extraordinary charge made against Count Matsugata and Count Inouye by such an important journal as the *Nichi-Nichi*, which charged the two Elder Statesmen with using funds collected for the relief of the families of soldiers for reorganising the affairs of the One Hundred and Thirtieth Bank. The *Nichi-Nichi* is under the control of Baron Ito Miyoji (formerly Minister for Agriculture and Commerce, and now Privy Councillor), and naturally the two Elder Statesmen are very indignant that such a serious charge should be made against them by a journal of influence known to be the mouthpiece of a statesman formerly holding high office. It is now reported that Count Matsugata and Count Inouye have addressed a letter to Baron Ito, informing him that henceforth they will sever all intercourse with a man who can make himself responsible for such a charge against them without any explanation. Baron Ito, who, though no relation of Marquis Ito, reached his present position owing to his being a protégé of the veteran statesman, is said to have applied to Marquis Ito asking him to use his influence to bring about a reconciliation. The *Nichi-Nichi* does not seem to have withdrawn the offensive remark; however, though it might have been expected that this would have been the first step towards an understanding.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

GERMAN TROUBLES IN AFRICA.

LONDON, 17th October.
The situation in German Africa is very grave. Witbois declared war.

INTERNATIONAL WALKING MATCH AT SHANGHAI.

SHANGHAI, 16th October.
The English team won the walking match to-day, here. The competitors arrived in the following order: French (2), Dutch, French, Danish, English, Scotch, Danish, English (2) Swiss, Dutch, Danish, German, English, Japanese.
The distance was over seventeen miles. The best time was three hours and two minutes. Much of the route was heavy going.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

16th October.
There are still hopes of securing for the Portuguese the Canton-Macao Railway concession. Mr. P. Nolasco da Silva is leaving for Shanghai to-day to meet the Minister (Mr. Castello Branco) to procure the concession. The Government has approved the plans submitted by Mr. Abreu Nunes for cleansing the harbour, so that vessels of 14 feet draft can come in, and this gentleman is coming back to Macao to superintend the work. The contract for the work will be made with a firm in Hongkong.

Capt. Vieira du Rocha is appointed to substitute Colonel Chedas (who left by s.s. *Manchuria* for Lisbon via America) as chief of the staff, although he still retains the appointment of "Procurador dos Negocios Sinicos," i.e. Magistrate for Chinese.

These was a great festivity in the Taipa to-day. The steam ferry was overcrowded with people, from 6 to 8 a.m.—to witness the religious festival and procession in the church there. Macao is the place for processions. Since June last we have had more than a dozen, and are promised ten consecutive processions in December next on account of the Jubilee of the Immaculate Conception.

THE CHINESE AND THE CANTON-HANKOW RAILWAY.

The report that the American syndicate which obtained the concession for the construction of the great trunk railway from Canton to Hankow has sold its interests in the undertaking to capitalists of another nationality is arousing indignant protests from Chinese in the provinces through which the line will pass, and an important movement is afoot to secure a cancellation of the agreement with the Government of China on the ground that the transference of the concession is a breach of the conditions stipulated by the Government.

Last week a meeting of the Chinese Chamber of Commerce at Canton was held to discuss the matter, and the correspondent of the *Chung Ngai San Po* reports that it was attended by over two hundred wealthy and influential persons.

TAOTAI LO-U-SAM, the President of the Chamber, who was voted to the chair, explained the situation, and stated that the gentry and merchants of Hunan were making a determined effort to recover for Chinese subjects the right and privilege of constructing this railway, and of the people of the Two Kwangs should unhesitatingly follow the guidance of the Hunan people, for the construction of the railway by foreigners would give the Chinese endless trouble.

TAOTAI CHENG TAO TSAI said it would be a great shame if they did not bestir themselves to regain these railway rights. The Hunan people were providing the capital for the greater part of the line, and they could easily increase their fund. Surely the Cantonese could find the capital for their smaller section of the line.

The meeting unanimously approved the movement, and Cheung Pat-wei, Vice-President of one of the Six Boards, and Governor of Tang-shui-chai, was appointed to interview Sheog Kung-po, the Director-General of Railways. It was resolved that telegrams should be despatched to Chang Chih-tung, Shen Tsao-hsuen and all the other officers belonging to the Province of Kwang-tung, asking their assistance. It was further resolved to send a telegram to the Government at Peking insisting that the transference of the railway concession to another power by the power which obtained the concession was an obvious breach of Art. 17 of the contract. Two influential and wealthy persons were appointed to canvass Canton in support of the movement.

DEATH OF THE KING OF SAXONY.

A NECESSARY CORRECTION.

In our issue of yesterday morning, in a footnote added to the telegram announcing the death of the King of Saxony, we gave some misinformation which we wish to withdraw with due apology. It has since been pointed out to us that King Albert of Saxony died in 1902, and that it was his brother George whose death should have been announced. The heir is Prince Friedrich August, who was born May 25th, 1865, and married Princess Luise Antonette Maria of Austria (divorced in 1903). It should be some extension of our mistake that we were led into error by a usually very reliable authority. *Whitaker* for 1904, on page 598, has the same out-of-date statements. *Reuter* was also led to make the same mistake.

THE WAR.

[REUTER'S SERVICE.]

ABOUT 8,000 LOSSES ADMITTED.

LONDON, 15th October.

Reuter's St. Petersburg correspondent wires that the news from Manchuria has caused a profound gloom; in striking contrast to the elation provoked by the proclamation.

General Kuropatkin wires that the Russian losses are understood to be about 8,000.

(From Northern Papers.)

THE JAPANESE WAR FUND.

TOKYO, 12th October.

The third issue of exchequer bonds, to the extent of eighty million yen, is announced to-day. They bear 5 per cent. interest. The subscription opens on the 31st of October, and closes on the 7th of November. The loan is for seven years, and the issue price is 92 per 100 yen.

NORTH-EAST COREA.

TOKYO, 10th October.

The Japanese headquarters at Seoul has proclaimed a military administration in Hamgyong province, where engagements between scouts have been frequent, and there is much uneasiness among the people.

THE CHANGE OF CONTROL AT NEWCHWANG.

TOKYO, 10th October.

The Civil Administration Office was transferred to the Japanese, on Saturday by the French Deputy-Consul, and will be occupied by the Japanese Military Administration.

PORT ARTHUR AT THE LAST GASP.

YINGKOU, 5th October.

Owing to the fact that the Russian warships at Port Arthur are always on the lookout for a chance of escape, being unable to stand the Japanese fire from the rear of the port, the blockade by the Japanese warships has become very strict of late. On account of the capture of the Kurapatkin battery and the water-works by the Japanese, the Russians have ventured even to within the fighting line, at all hazards, to fetch water. But they are always driven back, with much loss and no water. Of late, they have been offering high prices to Chinese junks for supplies of water, but most of the junks are captured by the Japanese warships when attempting to break through the blockade. So the Russians are now really at the end of their rope. Owing to scarcity of winter raiments, the Russians at Mukden have ordered 300,000 suits of Chin see clothing and as many pairs of Chinese shoes.

A "CHEFOCLEERY."

CHEFOO, 5th October.

Arrivals from Dally report that Japanese are enlisting Korean soldiers; many have already landed and proceeded to Port Arthur.

A HEAVY BOND.

The Chinese-owned s.s. *Hong Moh*, running between Amoy and the Straits, arrived from Singapore yesterday. On her last voyage from Amoy to Singapore Capt. Dawson had an inkling that there was illicit opium on board, and promptly instituted a search. As a result 100 tins of the drug, valued at about \$2,500, concealed in various parts of the vessel, came to light. At Singapore he informed the authorities. Searchers were sent on board, and another 46 tins were discovered. The ship was thereupon seized, and only released on her owners putting up bail in the sum of \$150,000. Considering Capt. Dawson's action in the matter it seems certain that the bail will in due course be returned. The *Hong Moh* on arriving here had about 3,000 tons of cargo on board and 1,395 Chinese passengers. Her local agents are the Joo Tek Seng Hong.

CHINESE STUDENTS IN JAPAN.

The Chinese Minister in Tokyo has sent a circular despatch to the Lien-ping Chin and the various viceroys and governors to the effect that he has received a communication from the Japanese officer in charge of Chinese students in Japan telling him that in accordance with the stipulations, all the Chinese students who have completed their course of study in the Chén-wu military college will be first admitted into the various regiments, and then into the college for officers and non-commissioned officers in order to better their knowledge; but at present, in consequence of the struggle proceeding with the Russians, nearly all regiments have been despatched to the scene of the fighting, and with regard to the college there is a lack of instructors. The officer therefore suggests sending back the students to China until the termination of hostilities. At the request of the Minister the superintendent of the college has commenced an advance class for the students who have completed their course and do not wish to return to China, so that they may be admitted into the regiments at the close of the war.—*Tientsin Official Gazette*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 17th at 11.30 a.m.—The barometer has risen rapidly in N. Japan, and fallen slightly in China.

Gradients are moderating upon the China Coast and moderate to fresh oncoast will continue in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Moderate to fresh N.E. winds, cloudy, fine.

"BARON GORDON" ABANDONED.

The Douglas M.A. *Hailong*, Capt. Charles Andrew Matton, returned from Bombay Shool yesterday. She was, it will be remembered, chartered by a syndicate, headed by Sir Paul Chater, to act as salvage ship for Mr. J. W. Jameson, the wrecker, who undertook the task of attempting to refloat the steamer *Agincourt* and *Baron Gordon*. Bringing the *Agincourt* safely to Hongkong was a splendid stroke of business. On this occasion, however, Mr. Jameson's journey was fruitless.

The *Hailong* left Hongkong on the morning of the 6th inst., and arrived abreast of Lincoln Island on the 8th inst. Owing to the strong N.E. monsoon and heavy swell the ship was brought to an anchor; and so remained till the 10th inst. On the 11th inst. Capt. Matton brought his ship as close as was prudent to the shoal, and a boat, containing Capt. J. E. Watson (the salvage captain), Mr. J. G. Watson (the salvage mate), and Mr. Buchanan (the salvage chief engineer) put off into the surf. When about half a mile from the wreck, a huge roller capsize the little craft. Luckily those in her were able to swim, and had plenty of strength. They hung on to the life lines propelling the boat along, after each successive roller, by kicking out with their feet. They were very much fatigued on at last reaching the wreck. Luckily there was a rope's end hanging over the side; the men's strength was taxed to the utmost when they had to climb up this. Capt. Watson cheered them up and led the way. Once on board a signal was made to the *Hailong* to let their comrades know that all was well—that was as far as their lives were concerned; the boat was smashed to pieces. The other men who went down to assist in the salvage operations went off in boats next day—the boats being manned by Chinese sailors. Mr. Archibald Watson (the salvage second engineer), Capt. Crocker (late of the *Baron Gordon*), Mr. Boyd (late chief engineer of the *Baron Gordon*), and Mr. J. W. Jameson got off all right, but Mr. William Waters (the dynamite expert) had a very bad time. According to our informant they were several hours making little or no headway. Finally another boat armed with stimulants was sent to their assistance. The salvage men were comparatively comfortable, as they had a good cook, and there were plenty of stores on board. The *Hailong* went to her old anchorage at Lincoln Island.

Two days later Capt. Matton returned, hoping to find Mr. Waters' dynamite doing good work on the coral. Mr. Jameson, however, after a very careful survey of the ship's hull, had reluctantly come to the conclusion that the task was hopeless.

It was impossible for the men to put off to the *Hailong* that day, there being insufficient water on the reef, so Capt. Matton again bid them *adieu*. Next day the tide rose sufficiently for them to get away; and the *Hailong* made a departure for Hongkong, with all safely on board, in the afternoon. She arrived here yesterday afternoon.

PROPERTY SALES.

Yesterday Mr. George P. Lammert, acting under orders of the mortgagee (Mr. P. P. d'Almada e Castro, solicitor for the vendor), sold by public auction the leasehold property known as No. 5, Bonham Strand. The property was knocked down to Chinese for \$43,100. The premises are held for the residue of the term of 999 years, granted by an Indenture of Crown Lease dated August, 1874, subject to an annual Crown Rent of \$14,000, being a proportion of the rent, and to the covenants and conditions contained in the lease.

The Public Works Department offered for sale one lot of Crown Land, adjoining Inland lot No. 1,699 on lease for a term of 75 years, commencing on the 4th February, 1901, with the option of renewal at a Crown rent to be hereafter fixed for a further period of 75 years. The land in question is registered as Lot No. 1,726, situated in Peak Road, containing in all 2,400 square feet and subject to an annual Crown rent of \$16. The upset price was \$900, and the property was acquired by the Rumpheys Estate and Finance Company, Limited, in the absence of competition, for \$620.

TIGERS IN SITIAWAN.

Tigers are becoming a real plague to the inhabitants of the new Chinese Agricultural Colony at Sitiawan in Lower Perak. After prowling about the concession for a long time and nightly visiting the houses of the Chinese agriculturists without doing more harm than leaving their tracks to scare the people, a specially large specimen caught a cow belonging to a Malay living on a plot adjoining the Orphanage Grounds, on Saturday last. During the night of the 26th September another tiger visited a hut recently built for the protection of the rice fields by one of the colonists, who was sleeping in it. The occupant was roused from his slumbers by a tiger's effort to lift the floor slabs from below. Not able to do this, the brute took a fowl from a cage beneath the house, and carried it a few steps away to a drain, where he made a meal of it. The occupant of the hut declares that after finishing his repast the beast set up a terrible howl and then decamped.

It is very regrettable that Government have not allowed the colonists the use of a small number of firearms, as had been promised them before their coming from China.—*Penang Gazette*.

THE ADVANCE ON PORT ARTHUR.

The following is the full text of the Japanese official report telegraphed from Tokyo to Shanghai on the 10th inst. It describes the progress of the army investing Port Arthur down to the end of July:—

The Imperial Headquarters in Tokyo have published a report of the progress of the Japanese army attacking and besieging Port Arthur up to the 31st of July. The résumé of this reads as follows:—

May 16th. Occupied Nanshan.

May 27th. Occupied Nankunling. The enemy who were in the vicinity of the railway station of Shanshili retreated towards the railway station and Port Arthur.

May 28th. Occupied Lushutun. The enemy destroyed the fort at this place as well as the Russian buildings and a portion of the pier. The booty captured in this place was four guns, 46 freight vans for railway, etc.

May 29th. The army reached a line of eminences about 2½ miles west of Shanshili.

May 30. The army occupied a line extending from Antushan (3½ miles east of Jungcheng-tzu) to Taizhusan (five miles north-east of Hsiangpingtao). At Dalny there were one hundred warehouses and barracks in complete condition. The telegraph office and railway station were found undamaged. About 430 freight vans for the railway, fifty boats attached to piers, about 2,000 tons of coal, and 20,000 sleepers were the booty. The dock and pier were found undamaged, but the largest pier was found destroyed or portion sunk in the sea and several steam launches were found sunk at the entrance of the dock.

June 1st. The enemy still occupy with strong detachments Shantailow (3½ miles south of Jungcheng-tzu) and the vicinity of Fengshuiing (1½ miles south-west of Antushan). Scouts are constantly sent out. The distance between the outpost detachments of the belligerent armies is 1,000 metres. The enemy often approached us in Chinese costume and fired upon our soldiers at the outposts. The enemy seemed to try to join the Russian army in the north which was coming southward.

June 14th. Two of the enemy's gunboats and one battleship approached near Heishichiao (over 2½ miles north-east of Hsiangpingtao), and bombarded our positions for about 40 minutes, then steamed away towards the west.

June 18th. In the afternoon three warships and eight torpedo-boat-destroyers of the enemy appeared near Hsiangpingtao and fired one shot towards our right wing, but soon had an engagement with our warships and torpedo-boat-destroyers for about half an hour and retreated into the harbour of Port Arthur. The defence works near Shantailow have been greatly increased and a searchlight station has been established to watch neighbouring sea and our positions.

June 26th. The army repulsed the enemy and occupied Waitashan (6½ miles west of Dalny). Chien-shan (extending from the west of Dalny to 7½ miles south of Jungcheng-tzu with the height of 368 metres), Shantailow (2½ miles north of Hsiangpingtao) and Hsiangpingtao. The occupation of these places has made the cover of defence of Tashienwan secure and at the same time turned the position of the enemy with ours and enabled us to know the positions of the enemy and the conditions beyond the positions of the enemy. Booty of this day: two 6-centimetres quick-firing guns and about 200 cartridges.

From July 3rd to 5th. In these three days the enemy made counter attacks in a most stubborn manner upon our position on Chien-shan (Sword mountain). The strength of the enemy was thirteen or fourteen battalions (2) with at least 24 guns, of which eight seemed to be quick-firing guns of the newest type. The enemy frequently tried storming and night attacks and sometimes accompanied with a military band and the artillery range reached 6,000 metres at one time and the shrapnel of the enemy reached effectively with certainty of range, and moreover the warships and torpedo-boat-destroyers of the enemy bombarded our positions from the sea on the 4th and 5th July and we were placed in a very difficult position at one time, but all of our detachments daringly defended their positions with the help of three batteries of heavy artillery as well as a naval heavy artillery party and maintained our positions. The object of the enemy during these three days was clearly to restore the position on Chien-shan (Sword mountain) and if possible to destroy our works at Dalny so as to prolong the fate of Port Arthur.

July 7th. The enemy in the direction of Antauling engaged in defence works with great energy.

July 8th. The enemy in the direction of Antauling bombarded our positions.

July 10th. We mounted twelve guns which we captured at Nanshan and six heavy naval guns in front of the enemy.

July 12th. The enemy bombarded our positions.

July 17th. We repulsed about one company of infantry of the enemy. After this engagement the enemy with red cross flag came in in order to carry away their killed, and we allowed them to do so.

July 18th. The enemy bombarded our positions.

July 26th. The army, with the view of attacking the enemy in the vicinity of Shantailow and Antauling, commenced its prearranged movement and exchanged furious cannonading. After a hard and daring engagement till dusk of the 27th we were not able to occupy one portion of the eminences in this direction.

July 27th. The left column made an attack mainly upon the eminence on the east of Taipashan (over 1½ miles north of Lungwantang), but owing to the unfavourable geographical

conditions and the stubborn resistance of the enemy, and moreover the furious bombardment made by the enemy's warships from the vicinity of Lungwantang, our advance movement was stopped without accomplishing its object and it was decided to make a night attack; so at 1 a.m. of the 28th we attacked the enemy's position from three directions and finally we occupied the position at 5 a.m.

July 28th. We continued our attack from daybreak. The enemy commenced to retire in all directions from about 9 a.m. and at noon we completely occupied the enemy's position and pursued the enemy. As arranged we occupied a line extending from Changliutzu (about four miles north-east of Tacheng-tzu) to Yingkoishih (about 6½ miles north-east of Hwangchinhshan or Golden Hill). The main body of the enemy seemed to have retreated inside the line of fortification of Port Arthur. The enemy's position at Shantailow, Antauling, and the vicinity of Taipashan were semi-permanent fortifications built by utilising the geographical conditions of the steep mountains by spending about two months, and the strength of the forces of the enemy was almost the whole of the garrison of Port Arthur with about sixty guns of which at least four seemed to be heavy guns.

Judging from reports from various sources, at the engagement of three days, that is to say of the 26th, 27th, and 28th July, the enemy had at least over one thousand casualties. The booty of these engagements was two heavy guns, three quick-firing guns and three machine guns, etc.

30th July. Before daybreak the army, utilising the darkness, approached near the enemy's positions and at dawn we commenced a daring attack; and at 11 a.m. we occupied a line extending from the eminences along the south of Tacheng-tzu to the eminences of Takushan. (The enemy fled inside the line of fortifications of Port Arthur. From this time the enemy were firing at our positions without a target with the guns on permanent forts. The enemy left over one hundred corpses on the field.

From this time the army at once commenced our works for attacking and besieging fortifications. Our army is between 2½ miles and five miles from the town of Port Arthur.

31st July. The enemy again fired at our positions with heavy guns.

BOXERISM AGAIN.

The *Peking Times* seems to think there is something in the new Boxer scare. In part, it says:—It is well to discuss and think out the Chinese situation without illusions and without romance. Not one of us but would like to father our reflections with the happy conceit that China was taught a lesson in 1900 which she is not likely to forget; and the assertion that this was indeed so is often heard on the lips of those who should be in a position to know and to give us the benefit of their knowledge and experience. But we venture to assert that the lesson which we in our great superiority of enlightenment essayed to teach her was as meaningless and futile as the music of a sweet song placed in the hands of a blind mute. If we want proof, let us glance at the Government circle. We find Na Tung still at the head of affairs; Chang Pei-shi, who was refused by England as Minister to London; Pu Shan, Pu Ku, Ch'ung Li, Shih Shu, Hsu Hui-li, and many others of the same ilk, all disciples of the old Conservative school, together with Lu Chuan-li, Chen Pang-jui, Tai Hung-tze, Hsu Fa and others introduced in 1901 specially to inaugurate reformed government, but who have achieved nothing and may be counted as almost greater enemies to real advancement inasmuch as, if they were ever actuated by progressive aims, they must long since have joined the ranks of the men who "lost hope." Anyway these men representing the Government collectively do not justify the idea or the hope that China has "learnt her lesson." The Wai Wu Pu is the Tsungli Yamen by another name, the same old evil-smelling canker, no new-budding rose; the Board of Punishments is still persecuting reformers; the modern Board of Commerce is devoting itself to heading off all Western enterprise and the real development of China; the Board of Education, started with a great fanfare of reform trumpets, is deficient; the Board of Revenue since Jung Lu's death has been run by his henchman Ch'ung Li we believe; and the Lien Ping Chu, the great new Board created to reform the army of the Empire, is engrossed in a deadly struggle against time, hoarding rifles, guns and silver—for what? For what, if not to prove that the vast conglomeration of ages, the colossal accumulation of an almost sublime egotism, was not even grazed, let alone destroyed, by the "two months' rebellion" of China's "over-sea vassals."

POLICE COURT.

Monday, 17th October.
BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

FALSE TESTIMONY.
One Chinese contractor charged another with assault. The defendant was discharged, and the complainant was fined \$50 for giving false testimony.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

THEFT OF OPIUM.
A Chinaman recently employed as an excise officer was sentenced to two months' hard labour for unlawful possession of opium.

DISRESPECTFUL SIKHS.
Five Sikhs were fined \$2 each for behaving in a drunken and disorderly manner in the Sikh temple at Gap Rock.

THE INTERNATIONAL RED CROSS SOCIETY.

The N.C. *Daily News* received the following interesting letter for publication:—

NEWCHWANG, 7th October.

Dear Dr. Richard,—As you will see from the report I sent you some days ago the committee here are making arrangements for relief in various districts likely in the near future to be in great danger and distress. The work in Liaoyang and Mukden is now well established and we are co-operating very agreeably with the Chinese officials. Writing on the 1st inst., Dr. Christie voices the popular expectation of a battle in the neighbourhood. The Russians, largely reinforced since the battles of Liaoyang and Yentai, have taken up strong positions to the south of the city, while the Japanese are drawing nearer every day, and hard fighting is probable.

"There are sure to be many wounded," writes Dr. Christie, "so I am keeping a ward empty and ready for an emergency." Of course in the event of a very large number of wounded Chinese coming in all together, temporary accommodation would have to be provided at once, as in the case of Liaoyang. "I have all my trained assistants with me," continues the Doctor, "and am ready for any amount of work. Even now we have a good many in the wards who have suffered directly from the war, some with bullet, others with sword wounds."

From Liaoyang Dr. Westwater writes as follows: "My patients are all doing well, and a few more are coming in, who have gone through the native doctor's hands and are now in a bad state." He is desperately in need of a fresh supply of dressings, which we hope to be able to send as soon as the large consignment which has been held up at Tientsin for over six weeks reaches us. (Forwarded by rail from Tientsin, 30th of September, T. R.)

With regard to refugee work, Dr. Westwater writes: "Things are worse than ever. As the army moves north the people are turned out of their houses and are flocking into the city. Some of the south villages are now vacated and have been reconquered, but far greater numbers are coming in. The first compound is full, and I have now obtained through the magistracy the use of the Tung Shu Yuan, a large compound of thirty jien. The guilds are bearing the expense of building the kangas and fixing up the whole place. I fear unless the Japanese move further on the distress here will be acute during the winter."

And if they do move further on the distress of the native population will not be removed. It will only be transferred.

Writing about the condition of things in Mukden, Dr. Christie says:—

"Refugees continue to pour into the city. Hundreds of villages round Mukden have been wrecked. The people are simply driven away, and all the woodwork of their houses used for fuel. Some succeed in carrying away a few of their belongings, but the vast majority come to us empty-handed. Crowds of poor women with babes in their arms gather daily at our gates begging for food. The sight is often heart-rending. . . . We have now 715 women and children on our hands and the number is daily increasing."

Our representatives in Mukden are working in entire harmony with the native officials. The Tartar General appointed a Tatar and a Chinese to assist them in the work. A number of buildings have been turned into refuges. They have rented a large inn, arranged for the use of the San I Temple, and were negotiating for the use of another large compound. Dr. Christie adds: "We are spending as little money as possible, for the outlook is very dark, and there will be need for every penny you have at your command."

With kind regards,
Yours very truly,
JAMES WEBSTER.

POLITICAL PICTURES.

The most unsympathetic observer of Mr. W. T. Stead's journalistic methods cannot open a number of the *Review of Reviews* without becoming absorbingly interested in the collection of cartoons which that magazine usually gives. The number by last mail contains a lot of particularly interesting political pictures. It will surprise the English Telegraphs to see how very anti-Russian the German cartoonists are. They have not spared themselves in some instances. *Neue Glucklichter* has one in which the Tsar has his foot on a toy *Prinz Heinrich* steamer, and a German soldier is kicking his boot while the Russian flourishes a knout. The legend is: "The Prussian licks and the Russian hits." In a *Simplicissimus* cartoon, three monkeys, wearing Prussian helmets, are scrambling over the Bear's back, flea-baiting! The same paper has a severe hit at English policy. A Russian giant, knife in hand, lies prone, with a Japanese astride him hacking with a two-handed sword. In the background an anemic-looking Englishman, pipe in hand (not at all the usual John Bull of the pictures) looks aside saying: "If only I could be sure that the rascal would not get up again, I would also give him a kick."

Perhaps the most telling cartoon, one that is certainly clever, striking, and incisive, portrays an arena surrounded by horrible figures of those slain or maimed by Russian aggression. A legless old man, a decapitated woman, a famine-stricken baby, grinning skeletons, &c., look down upon "the unveiled Prince of Peace." It is the shivering, naked figure of the Tsar, wearing a heavy crown, and with his Imperial knees and toes turned in. A strangled figure with a horse round its neck has just pulled away the ermine robe. The legend is: "The Tsar before the tribunal of his victims." It is also from *Simplicissimus*. In a *Kladderadatsch* picture a company of Death's Reapers, dressed as Cossacks, and on horseback, have halted on their

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,
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(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

way to war, under the Tsar's window. He is handing out to them "a miracle-working picture," of a stork bringing a baby—the *Tsartza*. The same paper has a gibe at Von Bülow, for not being as wide awake as John Bull to get compensation from the Russian kleptomaniac for the ships he has stolen. A figure symbolising the Powers, with weezers labelled "diplomacy," is trying to seize the Russian bear by the tail. This is an American cartoon, and those who know how much tail a bear usually has cannot miss the point when they see the rudimentary appendage labelled "honor." *Uk* has rather a good one referring to the Dardanelles. The door is labelled *Schliesst von selbst* (shuts of itself), but John Bull is loitering outside to make sure that the operator (a somnolent-Turk) officiates when required. The weird pistol in John Bull's hand is not labelled. A suitable legend might be *schiesst von selbst*. The German cartoonists might not have been so severe upon Russia, but for the prosecution of the socialists at Königsberg, in which the Russian Consul figured somewhat discredibly.

STATE EDUCATION AND STATE FEEDING.

England is at present agitated by proposals to give at least one square meal a day to the children attending State schools. The proposals followed the "scare" about the deterioration of the national physique. Numerous letters and articles are appearing in the Press. Here is one of the more practical sent to the *Times*:

"I wonder if those who are advocating 'one good well-cooked meal a day on all school days to all school children' have considered the cost? Putting each meal, including the cooking of it, at 4d. a day for 230 days, this amounts to 77s. per child per annum, or 21 millions annually. If meals were provided, younger children would attend in greater quantity, and as the expense would almost certainly be more than 4d., the true cost would probably be much larger."

And with what result? Would those who now underfed their children feed them enough to make up the balance? Or, the contrary, the one free meal would, I believe, be the only meal many would get. This, too, would leave unfed the infants, whose nourishment is more important even than that of the older children."

In fact, it seems very doubtful whether any scheme of State nourishment of all the children could be undertaken under about 50 or 60 millions annually, and if undertaken it would stimulate marriages that wages would go down. The next complaint would naturally be that if the State bred up children it must find them all work—a very fair contention. The end could only be a rush of foreign labour into the country and a great increase in improvident marriages, and a cruel and sudden deprivation of food when the happy school days with the free meals came to an end."

JAPANESE COMMERCIAL PROBITY.

Mr. Satori Kato has a column and a half of space in the *Times* of September 10th, in which to rebut allegations against the commercial probity of his nationals. One of his best points is thus made:

"I will now call attention to a point which is in direct relation to the question of commercial probity, and which tells very much in Japan's favour—namely, the dishonouring of cheques, bills of acceptance, promissory notes, &c. How many of these documents are daily dishonoured, say, in London alone? Now, in Japan, every document, including cheques, so dishonoured is gazetted—and the consequence is that a very small proportion are dishonoured. In Tokyo, which has a residential population of a million and a half and continually increasing, the average number of documents dishonoured, as shown by the official gazettes, is only 46 per month for a period including June, 1903, and May of the present year."

He concludes with an apt quotation from Voltaire:—"The whole conduct of the Japanese shows them to be a people generous and easy, but bold and desperate in their resolutions; at first they gave a cordial reception to strangers, and when they broke off all foreign connexion" ("The General History and State of Europe," Vol. III, p. 8). This expression of Voltaire is true to day as written 150 years ago.

SHIPPING NOTES.**STEAMER MOVEMENTS.**

The P. & O. steamer *Sindia* left Singapore for this port on the 16th Oct. at noon, with the outward English mails, and is due here on the 21st Oct. at about 4 p.m.

The I.G.M. steamer *Prinz Regent Luitpold* left Colombo on Saturday, the 15th Oct., p.m., and may be expected here on Wednesday, the 23rd Oct.

The I.G.M. steamer *Zieten* left Kobe yesterday morning, and may be expected here on Tuesday, the 25th Oct.

The I.G.M. steamer *Sachsen* arrived at Singapore on Sunday, at 8 p.m.

The I.G.M. steamer *Prinzess Alice* arrived at Shanghai on Sunday, at 4 p.m.

The O.S.S. & C.M. steamer *Achilles* left Shanghai on the 15th Oct., p.m., and is expected here to-day, p.m.

The O.S.S. & C.M. steamer *Agamemnon* left Singapore on the 16th Oct., at daylight, and is expected here on the 21st Oct.

The C.P.E. steamer *Altamira* arrived at Shanghai at 6 p.m. on Saturday, the 15th Oct., and left again at midnight same day for Nagasaki, where she was due to arrive at 5 p.m. yesterday.

MISCELLANEOUS.

The s.s. *Edendale* arrived from Singapore yesterday with 1,600 tons of rice.

Captains of the most recent arrivals report fresh N.E. monsoon.

The s.s. *Date*, from Newchwang and Chefoo, brought 1,400 tons of cargo for Messrs. Aagaard, Thoresen & Co., a new firm here.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
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\$16.00 PER CASE OF 8 DOZEN PINTS.

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DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

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31 QUEEN'S ROAD CENTRAL
(First Floor Watkin's Building)
Hongkong 18th, February, 1904.

ROBINSON PIANO
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PIANOS

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GUARANTEED FOR CLIMATE.

MASTER
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PIANOS BY

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GRANDS

Hire OR Credit

Hongkong, 10th October, 1904.

[2150

TO LET

TO LET.

FURNISHED ROOM, with Board, from date, Tennis Court attached, near Kowloon Ferry, Kowloon.
Apply—
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET.
3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [174]

TO LET.
ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. [2331]

TO LET.
A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.
NO. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1904. [175]

TO LET.
NO. 6, DES VUEX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.
THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET.
LARGE BEDROOM, with Board, in private family, Knutsford Terrace, Kowloon.
Apply to—
"L. T."
Care of Daily Press Office.
Hongkong, 14th October, 1904. [2400]

TO LET.
LARGE AIRY ROOMS in Office Building in British Concession, Canton.
For particulars apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [174]

TO LET.
BANGOUR (PEAK).
THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21, BEACONSFIELD ARCADE, No. 14, 1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.
Apply to—
LINDSEY & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET.
NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.
Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. [2448]

TO LET.
TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1615]

TO LET.
IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
S. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

TO LET.
NO. 6, UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET.
NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [1865]

TO LET.
FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply—
X.
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET.
NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET.
TWO LARGE ROOMS, suitable for Offices, situated on the 2nd FLOOR of New Building, Electric Light and Elevator.
Apply to—
A. G. I. S.
Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2327]

TO LET.
NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.
THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.
Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2449]

TO LET.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2355]

TO LET.
A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRAVE,
Secretary.
Hongkong, 4th June, 1904. [1417]

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EXCHANGE LINES:
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WIRE, &c., &c.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical work.
Address:—No. 2, ICE HOUSE ROAD.
W. STUART HARRISON, A.M.I.C.E.
Manager.
Hongkong, 16th April, 1904. [34]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour:
KENNEDY, British Ship, T. E. Burch—Standard Oil Co.
E. B. SUTTON, American barque, Johnson—Order—

AMERICAN GOLF HUMOUR.

The New York Sun publishes an amusing, if somewhat vulgar, speech made by Mr. Ford, the man who "trained Travis" at a dinner given to the amateur golf champion. "When me and Travis started to cross the heaving billows (said Mr. Ford)—and by the way the billows was not the only thing that heaved on the way over—our champ is a clump on land O.K., but on the waters he is a clump, and though he never gives up on *teya firma* he gives up at sea mighty easy—as I was saying when me and Travis started over that 3,000 mile ferry across which the Transatlantic lines are now yanking the seam of Europe at £2 10s per seam—but as I was saying when me and Travis started to cross the briny ocean (and I am going to get across this time if I have to swim) it was with no intention of adding any fresh laurels to the slightly shopworn ones which belacked our respective brows, but to see and profit by the example of the great masters of the art of golf with whose deeds we had become familiar by reading the works of that delightful old lumbar, Horace Hutchinson, who looks like sixty, plays like sixty and yet confesses to but 45. Well, we got across the ocean! Travis was about the bumpiest looking champion you ever saw at sea, his brow 'sickled over with the pale cast of thought' and he spent the major portion of his time leaning over the rail, perfecting his follow-through and casting his bread upon the waters. His heart was stout, but his stomach was weak. Travis's play was about the worst you ever saw. A babe in arms could have beaten him. I almost beat him myself. Everybody licked him, and finally he got licked into shape. At St. Andrews we saw Johnny Lorne and Balfour Melville and Tom Morris and the other historic ruins for which the place is famous. Then we moved on to Troon and saw the ladies' tournament.

The women certainly are the bone and sinew of Great Britain—certainly the bone. Most of them are built on early Gothic lines. But they can play golf. And so we moved on to North Berwick, and then we saw the then champion, Maxwell, a human battering ram, who can drive a ball half a mile, and Laidlaw and Muir Ferguson, and we watched them play, and Travis's heart went down into his sneakers, and his knees smote together (an easy job, as he is a little knock-kneed anyhow) and he said "Lo, there he giants in this land." And "I am no David to go forth and do battle with these Goliaths." And I said, "Walter, go to!" "I didn't say where to go to, but I said 'go to.' Unless you gird up your loins and do battle for the honour of America, I will ride into the breach myself, and you know how unbecoming riding breeches are to me—with more to the same effect."

As Mr. Ford proceeded, the golfers stood up and cheered again and again with a wild waving of handkerchiefs. Whenever the orator seemed disposed to stop, there were cries of "Don't hole out!" and "Toe up," and the golf match was still in progress at midnight.

DISCOVERY OF A NEW EXPLOSIVE IN CEYLON.

A new explosive named "Cylonite" has just been invented by Mr. J. C. Gonsalves of Colombo. Writing to the Ceylon Times on the subject, Mr. A. Harris, the mining engineer, says—"Throughout Ceylon the explosive has been subjected to a large number of tests, both by Europeans and principal native miners, with the results, as claimed by the inventor, that it has given far better results than dynamite or gelatine. It may be used as ammunition and for other military purposes. The several natures which this composition possesses permits them to be utilised with great success hitherto unattained, more especially for military arms and ammunition. It is defined as Cylonite, Cylonite No. 1, Cylonite No. 2. Cylonite only has more particularly to do with military purposes and can be used for war purposes with awful effect, especially in shell form. In dealing with the merits of these explosives the inventor aims at explaining only the practical characteristics as to the safety of manufacture, storage, transport, economy and success in use, and the suggestions that warrant confidence in the invention is through practical knowledge acquired by blasting experiments in wood and metal, chiefly in hard rock, extending over a period of ten months, and, on the other hand, by experiments made with regard to its sensibility to friction, blows, heat of sun and fire, heavy pressure, shot, &c. As all these considerations have been provided for, attention might be called to the fact that the explosives are composed of both Western and Eastern products. The latter is not known in Europe. The individual characteristic of the explosive is that it is rather soft and plastic. It is made in the form of cartridges or cylindrical plugs, to any size required, a part moulded solid and the other prepared so that it can hold a specially prepared primer, detonator, and fuse when intended to be charged. This explosive has not the tendency to detonate by itself and no high heat, however sudden or slow its introduction, is able to cause detonation, but will only make it burn slowly. The atmosphere has no effect on it, nor has rough vibration caused by transport. Some of the features most interesting to miners and quarrymen are that it is extremely easy to use, on account of the prepared cartridge being ready for the primer, detonator and fuse, and to the less number of holes required for blasting, owing to the enormous power which it exerts in ridding large areas at a minimum of labour and cost. With other explosives often sickly and poisonous gases prevail, but with Cylonite the fumes made are purely a disinfectant, and will be helpful from a health point to miners. Another great advantage claimed is that it can be supplied at just half the cost of any other explosive. The Patent Rights have been bought and arrangements are made for its introduction into England, with a view to supply the World's Market."

ROWLAND'S
MACASSAR OIL
FOR THE HAIR
Preserves, Beautifies, Nourishes it.
Nothing equals it. 110 years proves this.
The golden colour for the hair.
Of French Chemists, Hairdressers.

duction, is able to cause detonation, but will only make it burn slowly. The atmosphere has no effect on it, nor has rough vibration caused by transport. Some of the features most interesting to miners and quarrymen are that it is extremely easy to use, on account of the prepared cartridge being ready for the primer, detonator and fuse, and to the less number of holes required for blasting, owing to the enormous power which it exerts in ridding large areas at a minimum of labour and cost. With other explosives often sickly and poisonous gases prevail, but with Cylonite the fumes made are purely a disinfectant, and will be helpful from a health point to miners. Another great advantage claimed is that it can be supplied at just half the cost of any other explosive. The Patent Rights have been bought and arrangements are made for its introduction into England, with a view to supply the World's Market."

PHILIPPINE OILS.

The "Monthly Summary" of commerce of the Philippine Islands contains a review of the trade of those Islands during the year 1903, from which the following extract is taken:—
"Among the other products of economic value in the Philippines, ilang-ilang oil as an export amounted to 123,182 dols., or about 50 per cent. increase over the trade in 1902. The shipments to France advancing in about the same proportion. Some consider the oil as equal in perfume to attar of roses, and by the greater yield of essence furnishing a less expensive base, it becomes a strong competitor of the latter, the perfumers of the United States to whom, exporting houses in Manila shipped nearly 10,000 dols. worth last year, making it the base of some of their most expensive extracts. The ilang-ilang tree grows best in the Philippines, and it takes about 75 lbs. of the flowers, worth from 8 to 15 cents gold per lb., to yield 1 lb. of oil. The cost of manufacture is about four dols., and it sells readily for from 40 to 55 dols. in open market with the supply unequal to the demand."

HIRANO WATER.

THE QUEEN OF TABLE WATER.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNOLDS & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and so the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.
F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

CARBOLINEUM-AVENARIUS

FOR WHOLESALE CASK OF 45 LBS. NET
FOR PRIVATE CONSUMERS IN TINS OF 45 LBS. AT \$8.10 PER TIN.
Known all over the World as a thoroughly effective preserver of Wood against White Ants, Fungus, Dry-rot, Decay.
Number of Testimonials from Authorities as well as from Private Customers.
LUTGENS, EINSTAMANN & CO
Sole Agents for China.
Hongkong, 19th July, 1904. [161]

"THE EAST OF ASIA."

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of a sterling merit of the publication.
Price. On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; or at all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

ON SALE.
THE PROVINCE OF SHANTUNG. Its Trade, Population and Future Prospects. BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office
Hongkong, 31st January, 1900.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.
E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

LOTUS,
Large Size \$5.00 per 100
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ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20
KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100



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1615] KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL.
Hongkong, 1st October, 1904. a333

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELAIN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [9]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFLAIR & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [29]

NORTHERN ASSURANCE CO.
FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
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1. AUTHORIZED CAPITAL... £25,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
2. FIRE FUNDS... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
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Hongkong, 18th June, 1904. [1838]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

MARINE BRANCH.
THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO.
Hongkong, 28th April, 1904. [1121]

UNION OF PAIRS FIRE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [105]

BOARD AND RESIDENCE

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Madonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [72]

HOARD AND RESIDENCE.
MRS. GILLANDERS.
27, CAINE ROAD.
Hongkong, 19th March, 1904. [2265]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Peddars Hill.
Hongkong, 1st January, 1892.

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All proofs read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.
VISITORS TO CANTON Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."
CAPTAIN C. V. LLOYD (S.S. "HANKOW" With Illustrations, Maps and Plans.
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Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALSH, Messrs. W. BREWER & Co., Messrs. A. S. WATSON & Co.
Canton: Hongkong, 4th October, 1903.

SHIPPING.

ARRIVALS.
 AMARA, British str., 1,596, C. J. Matlock, 17th Oct., 18th Oct., 13th Oct., Coal.
 Edendale, British str., 772, Moss, 17th Oct., Singapore 27th Sept. and Saigon 10th Oct., Rice and General—Master.
 Hailong, British str., 783, C. A. Mutton, 17th Oct., Hainan Island 15th Oct., General—Douglas Lapraik & Co.
 Hongkong, French str., 742, A. Suzzoni, 17th Oct., Haiphong and Hoihow 16th Oct., General—A. R. Marty.
 Hongkong, British str., 2,555, W. Dawson, 16th Oct., Penang and Singapore 11th Oct., General—Chinese.
 Loongang, British str., 1,692, G. S. Weigel, 17th Oct., Manila 14th Oct., General—Jardine, Matheson & Co.
 Rumi, British str., 1,611, R. W. Almond, 17th Oct., Manila 15th Oct., General—Shewan, Tomes & Co.
 Salazar, French str., 4,225, Negro, 17th Oct., Yokohama 7th Oct., General—Messageries Maritimes.
 Stettin, British str., 1,645, Farrell, 17th Oct., Amoy 16th Oct., Geo. MoBain.
 Suevia, German str., 4,150, W. V. Dohren, 16th Oct., Shanghai 13th Oct., General—Hamburg-Amerika Linie.
 Waihing, British str., 1,170, M. Courtney, 17th Oct., Canton 16th Oct., General—Jardine, Matheson & Co.

DEPARTURES.
 17th Oct.
 Chituen, Chinese str., for Shanghai.
 Pronto, Norwegian str., for Newchwang.

VESSLS IN DOCK.
 17th Oct.
 Aberdeen Docks.—U. S. S. Pathfinder, Talin, Agincourt, U. S. S. Barry, U. S. S. Falmouth, U. S. S. Bainbridge, U. S. S. Chauncey, Kaipan, H. I. G. M. S. Hansa, Siki, Cosmopolitan Dock.—Lilia.

VESSLS PASSED ANJER.
 Sept. 30, Dutch str., Dali, Bakker, Sept. 30, from Batavia for Amsterdam, via Djeddah.
 Oct. 1, British str., Hensch, from East.
 Oct. 1, British str., Otero, from East.
 June 12, from New York for Hongkong.
 Oct. 2, German str., Daidow, Major, Oct. 2, from Batavia for Amsterdam.
 Oct. 3, German str., Dergdorf, Saiger, July 14, from Hamburg via Australia, for Batavia.
 Oct. 4, Dutch str., Memmo, Koudenberg, Aug. 14, from Amsterdam for Batavia.

VESSLS ON THE BERTH.
 POSTPONEMENT.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAINAN."
 Captain Robson, will be despatched for the above ports TO-DAY, the 18th inst., at 10 A.M.

For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 17th October, 1904. [245]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship.

"LIGHTNING."
 Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 12th October, 1904. [242]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, PONDICHERRY,
 CALCUTTA, BOMBAY, ADEN,
 DJIBOUTI, EGYPT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS.
 LONDON, HAVRE, BORDEAUX;
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904,
 at 1 P.M., the Company's Steamship
 "SALAZIE," Captain Negro, will
 leave this Port for MARSEILLES via Ports
 of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with
 the Australian line s.s. "Caledonia," bound for
 MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for
 London as well as for Marcellles, and accepted in
 transit through Marcellles for the principal
 places of Europe.

Shipping Orders will be granted till Noon
 only on Monday, the 17th October. Specie and
 Parcels received until 4 P.M. on the same day.
 No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
 must be left at the Agency's Office. Contents
 and Value of Packages are required.

For further particulars, apply at the Com-
 pany's Office.

L. BRIDOU, Acting Agent
 NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.
 FOR SYDNEY AND MELBOURNE, VIA
 MANILA, THURSDAY ISLAND,
 TOWNSVILLE & BRISBANE.
 THE Company's Steamship

"YAWATA MARU."
 Captain A. E. Moss, will be despatched as
 above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially con-
 structed for service in the Tropics, and is
 provided with superior accommodation and with
 all modern fittings and improvements for the
 safety and comfort of Passengers. Electric
 Light and Refrigerator, Doctor and
 Stewardess carried.

For Freight or Passage, apply at the Com-
 pany's Local Branch Office in Prince's Building
 First Floor, Chater Road.

A. S. MIHARA,
 Manager.
 Hongkong, 1st October, 1904. [2350]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst. Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 28th inst.
LONDON, AMSTERDAM & ANTWERP	PINGUY	Brit. str.	Butterfield & Swire	Butterfield & Swire	25th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	Butterfield & Swire	Butterfield & Swire	8th Nov.
MARSEILLES &c., via PORTS OF CALL	JASON	Brit. str.	T. G. Steeves	Butterfield & Swire	22nd Nov.
MARSEILLES &c., via PORTS OF CALL	SALAZIE	Brit. str.	Negro	Butterfield & Swire	To-day, 1 P.M.
MARSEILLES &c., via PORTS OF CALL	BARON	Brit. str.	A. Lee	NIPPON YUSEN KAISHA	25th inst. D'light.
BREMEN, via PORTS OF CALL	ZIETEN	Brit. str.	F. von Binner	MELCHERS & CO.	26th inst. Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Madren	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Mistrot	HAMBURG-AMERIKA LINIE	27th Dec.
TRIESTE, &c., via SINGAPORE, &c.	ACHILLES	Brit. str.	Williams	Butterfield & Swire	22nd inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	AGARIMON	Brit. str.	Parker	Butterfield & Swire	22nd Nov.
NEW YORK via SUEZ CANAL	CLAVERRUN	Brit. str.	Petersen	SHEWAN, TOMES & CO.	22nd inst.
NEW YORK	ALBENGA	Ital. str.	Stewart	CARLOWITZ & CO.	About 5th Nov.
NEW YORK, via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	Stewart	STANDARD OIL CO.	About 12th Nov.
NEW YORK, via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	E. Beotham	DODWELL & CO., LD.	About 18th Nov.
VANCOUVER, via SHANGHAI, &c.	OF CHINA	Brit. str.	E. Beotham	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, via SHANGHAI, &c.	TARANT	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	2nd Nov.
VICTORIA (B.C.) & TACOMA via JAPAN	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	29th inst.
VICTORIA (B.C.) & SEATTLE via JAPAN	YANZHEN	Brit. str.	Brehmer	Butterfield & Swire	1st Nov.
PORTLAND, OREGON	NUMANTIA	Brit. str.	A. E. Moss	PORTLAND & ASIATIC CO.	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	L. Dawson	NIPPON YUSEN KAISHA	21st inst. 4 P.M.
AUSTRALIAN PORTS	TAITAN	Brit. str.	P. M. B. Lake	Butterfield & Swire	27th inst.
AUSTRALIAN PORTS	KWANGSANG	Brit. str.	M. V. LERIE	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	SINIA	Brit. str.	H. B. Fergusson	JARDINE, MATHESON & CO.	To-morrow, D'light
SHANGHAI, YOKOHAMA & KOBE	BANCA	Brit. str.	A. Hansen	SANDER, WIELER & CO.	About 21st inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	H. A. Haraldsen	P. & O. S. N. Co.	28th inst. D'light.
TAMUI, via SWATOW & AMOY	PROVIDENCE	Jap. str.	M. Struve	OSAKA SHOSHEN KAISHA	23rd inst. D'light.
ANPING, via SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Kornelinsen	OSAKA SHOSHEN KAISHA	30th inst. D'light.
SWATOW, AMOY & FOOCHOW	HAINAN	Jap. str.	Robson	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	Crowe	DOUGLAS LAFRAIK & CO.	To-day, 10 A.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	Pennafather	Butterfield & Swire	20th inst. D'light.
MANILA	LOONGSANG	Brit. str.	G. S. Weigel	Butterfield & Swire	To-day.
AMOI & MANILA	RUBI	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	21st inst. 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	20th inst. Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	J. G. Spence	SHEWAN, TOMES & CO.	29th inst. 10 A.M.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	J. G. Spence	DAVID SASSOON & CO.	To-day, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	J. G. Spence	JARDINE, MATHESON & CO.	25th inst. 3 P.M.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils,
 to SOUTH AFRICA, RED SEA, BLACK SEA,
 LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship

"TRIESTE."
 Captain Mistror, will be despatched as above
 on SATURDAY, the 23rd inst., P.M.

For information as to Passage and Freight,
 apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 4th October, 1904. [3]

DAMPSCHEIFFS RHEIDERI "UNION"
 ACTIEN GESELLSCHAFT, HAMBURG.

FOR NEW YORK.
 "ALBENGA."
 Captain Petersen, will be despatched for the
 above port on or about SATURDAY, the
 5th November.

For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 15th October, 1904. 2319

STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL.

THE Steamship
 "KENNEBEC"
 will be despatched as above on or about the 12th
 November.

For Freight or further information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK.
 Oriental Freight Department.
 Hongkong, 14th October, 1904. [2439]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI."
 Captain T. Austin, R.N.

This Steamer departs from Hongkong, on
 Week Days, at 7.30 A.M.; and on Sundays,
 at 8.30 A.M.; Departs from Macao on Week Days
 about 2 P.M. and on Sundays at 7.30 P.M.

FARES: (week days) 1st Class (including cabin
 and servant), Single 33, Return Ticket 55.
 2nd Class 21. 3rd Class 10.

Every Sunday will be on Excursion, at the
 following rates:
 1st and 2nd Class, Single Ticket 21, Return
 32. 3rd Class, Single 10, Return 15.

Tiffin and Dinner can be supplied either on
 board, or at the Macao Hotel, for returning
 Passengers only, at an extra charge of 32.

On Sundays, Passengers desiring to have a
 Private Cabin, which has accommodation for
 two or more Passengers, will be charged 33
 extra.

First Class Passengers who do not care to
 return on the Excursion Sunday, will be allowed
 to do so the following day (Monday) on produc-
 tion of the Return Half Ticket. Should the
 Steamer not run on the Monday, owing to the
 Boiler cleaning, due notice will be given by the
 Captain, and the Half-ticket will be available
 for the following day.

The Steamer will shortly be lit throughout
 by Electricity.

The Steamer's Wharf at Hongkong is at the
 Western end of Wing Lok Street.

MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. 28

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"

951 Tons, Captain J. McIntyre, will leave for
 Canton at 9 P.M. on SUNDAY, TUES-
 DAY, and THURSDAYS and return to
 Hongkong on the following days, leaving Canton
 at 5 P.M. Excellent accommodation, electric
 light, and perfect cuisine. Wharf at Hongkong
 near Harbour Office.

First-class Fare, \$3 each way. Second-
 class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 PORTLAND, OREGON
 OPERATING IN
 CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN FOR TO SAIL ON

"NUMANTIA" 4,370 Brehmer October 27th, 1904.
 "ARABIA" 4,370 Brehmer November 19th, 1904.
 "AFAGONIA" 4,370 Schmidt December 13th, 1904.
 "NICOMEDIA" 4,370 Wagner January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
 United States Ports. For through rates of Freight and further information, communicate
 with or apply to

ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 14th October, 1904. 114

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.

CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

BUBI 2540 R. W. Almond Amoy & Manila. Thurs., 20th Oct., Noon
 ZAFIRO 2540 R. Rodger Manila direct. Sat., 29th Oct., 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 18th October, 1904. 116

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

ANPING, via SWATOW "PROVIDENCE" WEDNESDAY, 19th
 AND AMOY K. KORNELINSEN Oct., at Daylight.
 TAMSUI, via SWATOW "FRITHJOF" SUNDAY, 23rd Oct.,
 AND AMOY H. A. HARALDSEN at Daylight.
 FOOCHOW, via SWATOW "TRIUMPH" WEDNESDAY, 26th
 AND AMOY A. HANSEN Oct., at Daylight.
 TAMSUI, via SWATOW "M. STRUVE" SUNDAY, 30th Oct.,
 AND AMOY T. BRANDT at Daylight.

On account of the present state of political affairs, all the Company's new steamers have
 been requisitioned for transport service, and the above-named chartered steamers have been
 secured instead for maintenance of the Company's coastal services. As soon as the state of
 affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office
 at No. 8 Des Voeux Road Central.
 Hongkong, 17th October, 1904. T. ARIMA, Manager [15]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.
 R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 28th Dec.

Hongkong to London, 1st Class, via St. Lawrence 240 via New York 262.
 Intermediate on Steamers, 240. " " 242.
 and 1st Class Rail " " 240. " " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
 famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
 VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
 TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
 and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent
 9, Pedder Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

LYRA 4,417 G. V. Williams Saturday, October 29th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
 Superior Accommodation for First and Second Class Passengers. The large size of these vessels
 ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
 carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS.
 Hongkong, 26th September, 1904. [7]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

KOBE MAZAGON About 18th October Freight only.

* SHANGHAI SIMLA About 21st October Freight and Passage.

LONDON, &c. MALTA Noon, 22nd October See Special Advertisement.

SHANGHAI, MOJI and KOBE BANCA About 25th October Freight only.

LONDON and ANTWERP, via MALACCA About 23th October Freight and Passage.

SINGAPORE, PENANG, COLOMBO and PORT SAID A. F. Street, October Passage.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible
 after their arrival with the next English Mail.

For further Particulars, apply to
 F. A. HEWETT,
 Superintendent.
 Hongkong, 18th October, 1904. [1]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 21st October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.

HOMEWARDS.

FOR	STEAMSHIP	DATE
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMSHIP	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	DATE
MANILA, CEBU, SWATOW, CHEFOO, and TIENTSIN	"TAMING"	On 18th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSHU"	On 27th October.
	"TAIYUAN"	On 27th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A fully qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th October, 1904. [12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMSHIP	DATE
SHANGHAI VIA SWATOW	"KWONGSANG"	Wednes. 19th Oct., D'light.
MANILA	"LOONGSANG"	Friday, 21st Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 25th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 18th October, 1904. [1938]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

STEAMSHIP	Captain
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CLANLEY"	Captain W. E. Steele.
S.S. "KEAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWOEDDALE"	Captain T. M. Milne.
S.S. "LWEDIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to
GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 27th September, 1904. [2030]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Company's Steamship
"MARIA VALERIE,"
Captain Berberovich, will leave for the above places on FRIDAY, the 21st inst., P.M.
For Freight or Passage, apply to
SANDELL, WIELER & CO., Agents.

Princes' Buildings.
Hongkong, 14th October, 1904. [3]

HONGKONG-CANTON LINE.

THE British steamship
"YING KING,"
Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [17]

VESSEL ON THE BERTH

AMERICAN ASIATIC STEAMSHIPS COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"CLAYBURN,"
Captain Parker, will be despatched for the above port on SATURDAY, the 22nd inst.
For Freight, apply to
SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th September, 1904. [2311]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG, 1904.
About 19th Nov.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 9th August, 1904. [1877]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line of STEAMERS, prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service house to CALCUTTA. Sailings from CALCUTTA for CAPE TOWN every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th October, 1904. [2427]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 19th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1904. [10-11]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLAVONIA,"
Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE, HAMBURG OFFICE.

Hongkong, 13th October, 1904. [2445]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf ex S.S. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 15th October, 1904. [1]

NOTICE TO CONSIGNEES

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "LYRA,"
FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD., Agents.

Hongkong, 16th October, 1904. [7]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as to COVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [2265]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.
Sole Agents for—
QUANTAL & CO., Lime Manufacturers.
All descriptions of GRANITE AND MARBLE FOR EXPORT.

Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. [2458]

SANTAL MIDY

These tiny Capsules—superior to Copiba, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, r. Vivienne, Paris.

2459-2

SHIPPING IN PORT.

STEAMERS.
AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilmart & Co.
BING (YUKAN), French str., 983, Ribault, 15th October—Samarang 20th Sept., Sugar—Bradley & Co.
BOUENNA, French str., 997, Sisco, 9th October, Saigon 4th October, Rice—Chinese.
CHOWAT, German str., 1,115, H. Torsor, 12th October—Bangkok 5th Oct., General—Butterfield & Swire.
DECIMA, German str., 794, Schlaikier, 14th October—Saigon 10th Oct., General—Sander, Wieler & Co.
DORT, Norwegian str., 630, Gjems, 16th Oct., Chefoo 10th Oct., General—Chinese.
ELE, Norwegian str., 703, Christophersen, 30th Sept.,—Hollis 26th September, General—Sander, Wieler & Co.
EMPEROR OF CHINA, British str., 3,046, E. Beetham, R.N.E., 27th Sept.—Vancouver 3rd Sept. and Shanghai 24th, Mails and General—P. & O. S. N. Co.
FAUSANG, British str., 1,410, R. Cox, 12th Oct., Sourabaya 4th October, Sugar—Jardine, Matheson & Co.
GAEA, Norwegian str., 625, H. Dahl, 10th Oct.,—Chefoo 4th October, General—Chinese.
HARMUN, British str., 636, A. Robson, 10th October—Swatow 15th October, General—Douglas Lapsack & Co.
JACOB DREIERICHSEN, German str., 620, B. Ohlsen, 15th Oct.—Haiphong 13th Oct., General—Jensen & Co.
KAMPOT, French str., 900, Nona, 30th Aug.—Nouvelong 25th Aug., General—Bradley & Co.
KARIN, Swedish str., 697, G. Petterson, 7th Oct.—Saigon 1st October, Rice—Sander, Wieler & Co.
KROGVAL, German str., 1,115, W. Moller-mann, 14th Oct.—Bangkok 1st Oct., Rice and Mails—Butterfield & Swire.
LIGHTNING, British str., 2,122, J. G. Spence, 10th Oct.—Calcutta 24th Sept. and Straits 5th Oct., General—D. Sassoon & Co.
LILIA, British str., 1,534, E. Morris, 28th Sept.—Saigon 23rd Sept., General—Chinese.
LYRA, American str., 3,506, Geo. V. Williams, 16th Oct.—Shanghai 12th Oct., Lumber and Flour—Dodwell & Co.
MAZAGON, British str., 3,230, W. H. Selby, Hall, 14th October—Bombay 27th Sept., General—P. & O. S. N. Co.
MELITA, French str., 290, Le Prevost, 13th October—Touane 5th October, General—Bradley & Co.
PAKLEY, German str., 1,018, Dames, 5th Oct., Bangkok 28th Sept., Rice and Wood—Butterfield & Swire.

PROVIDENCE, Norwegian str., 1,383, C. Cornhill, 15th Oct.—Amoy and Swatow 14th Oct., General—Onda Shosen Kaisha.
PUNDIA, British str., 2,128, R. F. Thomson, 14th Oct.—Calcutta, Rangoon and Straits 9th Oct., General—Jardine, Matheson & Co.
SHAHADA, British str., 1,293, G. O. Martin, 14th October—Saigon 8th Oct., Rice—Chinese.
SIGNAL, German str., 907, A. Bendixen, 14th October—Bangkok 6th October, Rice and General—Jensen & Co.
SIXH, British str., 3,216, James Rowley, 12th Oct.—Yokohama 7th Oct., Ballast—Dodwell & Co.
TAMING, British str., 1,350, Pennefather, 14th October—Manila 11th October, General—Butterfield & Swire.

AVERAGE MARKET PRICES

The Prices are given in Dollar Cents.
October 14th 1904.

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